

# pedestrian friendly/transit oriented

- ....every trip begins and ends walking.....
- can have pedestrian friendly without being transit oriented
- cannot have transit oriented without being pedestrian friendly
- ....every trip begins and ends walking.....

# recent Atlanta pedestrian history

- City abandoned sidewalks and alleys as a city responsibility in the late '60s
- City reassumed responsibility and put a program in place leading up to and following the Olympics in 1996
- Georgia DOT only in the last couple of years is acknowledging the importance of walking and pedestrian environment

# recent Atlanta TOD history

- peachtree center, west end, lenox
- lindbergh
- north avenue
- atlantic station
- arts center
- buckhead, lowery (ashby), mlk, avondale, fort macpherson, oakland city, h.e. holmes
- beltline?
- GRTA?

# programs available to support pedestrian improvements

- Quality of Life bonds
- Transportation impact fees
- GDOT/City walk to schools programs
- Tax Allocation District (TAD) bonds
- Community Development Block Grants (CDBG)
- Comprehensive Development Plan (CDP)/Capital Improvement Program (CIP)
- Atlanta Regional Commission programs – both bike/ped project support and livable centers initiative (LCI) planning and capital funding
- Transportation Enhancement Activities (USDOT/GDOT)
- PATH Foundation
- Zoning and subdivision conditions
- Community Improvement Districts
- Transit Oriented Development projects

# sidewalk strategies for neighborhoods

- Get involved in neighborhood and Neighborhood Planning Unit (NPU)
- Seek agreement on a sidewalk program and its priorities
- Estimate costs
- Identify implementation strategies, including partners and funding sources
- Get neighborhood and NPU approval
- Get approved into CDP and CIP
- Incorporate into zoning and subdivision applications
- Be persistent, patient and pleasant – the 3 Ps - and lobby your City Council member and Mayor throughout

# what makes for pedestrian friendly?

- land use/urban design factors
- transportation factors

# land use/urban design factors

- reasons to want to walk –
  - lively and visible sidewalk-facing activity, like shops, front porches, building entrances
  - complementary mix of retail, services, residential, transit access within three or four blocks of each other
  - feeling of safety, “eyes on the street,” enough light, scale of sidewalk to buildings and landscape

# land use/urban design factors

- reasons to **not** want to walk –
  - blank walls, no activity accessible from sidewalk, auto-oriented environment
  - no reason to be on the sidewalk
  - unsafe feelings, like bad light and visibility, lurking spots



# transportation factors

- reasons to want to walk –
  - best way to get where trying to go – connects home to work to shop to car to transit
  - distances are short and walking time is reasonable, e.g. about 10 minutes
  - sidewalks are wide enough, crossings are clear, safe and signed and signaled properly
  - on-street parking provides buffer and sense of accessibility
  - traffic calming devices slow auto traffic

# transportation factors

- reasons to **not** want to walk –
  - no place to go and no sidewalk continuity – can't connect to desired activities or to transit
  - no pedestrian environment – sidewalks missing or broken up, too many driveways, lighting bad, crossings too wide, too far apart and not signed or signaled and no median refuges
  - distances to desired destinations too far apart
  - car traffic too much, too fast and unbuffered along the curb

